

## T-CLOCK Inspection Worksheet

**T-CLOCK** was developed to assist in doing a comprehensive pre-ride inspection of a motorcycle.

The individual letters stand for the specific areas to check:

**T - Tires & Wheels**

**L - Lights**

**C - Chassis**

**C - Controls**

**O - Oil**

**K - Kickstand**

T - TIRES & WHEELS				
Item	Check	Look For	check off	
<b>Tires</b>	<b>Condition</b>	Tread depth, wear, weathering, evenly seated, bulges, and/or imbedded objects.	F R	
	<b>Air Pressure</b>	Check when cold, adjust to load/speed.	F R	
<b>Wheels</b>	<b>Spokes</b>	Bent, broken, missing, tension, check at the top of the wheel: Ring = OK; Thud = loose/worn	F R	
	<b>Cast</b>	Cracks +/- or dents?	F R	
	<b>Rims</b>	Out or round/true = 5mm. Spin wheel and index against a stationary pointer.	F R	
	<b>Bearings</b>	Grab top and bottom of the tire and flex: No freeplay between hub and axle, no "growl" when spinning wheel.	F R	
	<b>Seals</b>	Cracked, cut, torn, excessive grease on outside reddish-brown on outside.	F R	
	<b>Brakes</b>		If hydraulic, check fluid levels in the master cylinders.	F R
			If manual, check cables, links, clips, pins, etc.	F R
			If disk, check rotor for wear, grooves, pits, etc.	F R
Look at how much pad can still be seen in the caliper.			F R	
<b>Brakes</b>		Shoe and drum are harder to check. Be aware of metal sounds while applying brakes or loss of braking power. Start slow and check for this	F R	

C - CONTROLS			
Item	Check	Look for	check off
<b>Levers</b>	<b>Condition</b>	Broken, bent, cracked, mounts tight, ball ends on handlebar levers.	
	<b>Pivots</b>	Lubricated	
<b>Cables</b>	<b>Condition</b>	Fraying, kinks, lubricated; ends and length	
	<b>Routing</b>	No interference or pulling at steering head and suspension. No sharp angles and wire looms are in place.	
<b>Hoses</b>	<b>Condition</b>	Cuts, cracks, leaks, bulging, chaffing, dry rot.	
	<b>Routing</b>	No interference or pulling at steering head and suspension. No sharp angles and wire looms are in place.	
<b>Throttle</b>	<b>Operation</b>	Moves freely, snaps closed, no revving.	

L - LIGHTS			
Item	Check	Look for	check off
Battery	Condition	Terminals clean and tight, electrolyte level, held down securely.	
	Vent tube	Not kinked or plugged. Routed properly.	
Lenses	Condition	Cracked, broken, securely mounted, too wet.	
Reflect.	Condition	Cracked, broken, securely mounted.	
Wiring	Condition	Fraying, chaffing, insulation.	
	Routing	Pinched, no interference or pulling at steering or suspension, wire looms and ties in place. Connectors tight and clean.	
Head-lamp	Condition	Cracks, reflector, mounting and adjustment system.	
	Aim	Height and right & left	
O - OIL			
Item	Check	Look for	check off
Levels	Engine oil	Check warm, on center stand, dipstick, sightglass	
	Hypoid gear Oil	Transmission, rear drive, shaft.	
	Hydraulic fluid	Brakes, clutch, reservoir or sight glass.	
	Fuel	Tank or gauge	
	Coolant	Reservoir +/- recovery tank - cool only.	
Leaks	Engine oil	Gaskets, housings, seals.	
	Hypoid gear Oil	Gaskets, seals, breathers.	
	Hydraulic fluid	Hoses, master cylinders, calipers.	
	Coolant	Radiator, hoses, tanks, fittings, pipes.	
	Fuel	Lines, fuel taps, carbs.	
C - CHASSIS			
Item	Check	Look for	check off
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.	
	Steering-head bearings	No detent or tight spots through full travel, raise front wheel, check for play by pushing and pulling the forks.	
	Swingarm Bushings & Bearings	Raise rear wheel, check for play by pushing and pulling the swingarm.	
Suspension	Forks	Smooth travel, equal air pressure/damping and anti-dive settings.	
	Shock(s)	Smooth travel, equal preload, air pressure and damping settings, linkage moves freely and is lubricated.	
Chain or Belt	Tension	Check at tightest point.	
	Lubrication	Side plates when hot. <b>NOTE: DON'T LUBRICATE BELTS!</b>	
	Sprockets	Teeth not hooked, securely mounted.	
Fastners	Threaded	Tight, missing bolts, nuts.	
	Clips	Broken, missing	
	Cotter pins	Broken, missing	
K - KICKSTAND			
Item	Check	Look for	check off
Center-stand	Condition	Cracks, bent.	
	Retention	Tight, missing bolts, nuts.	
Side-stand	Condition	Cracks, bent (safety cut-out switch/pad if equipped).	
	Retention	Springs in place, tension to hold position.	